

FORMULA II STOCK CAR RACING



WE'RE READY — ARE YOU?

NORWICH STADIUM
SATURDAY, 21st OCTOBER 1961

OFFICIAL PROGRAMME — 1/-

FORMULA II STOCK CAR RACING
BY FORMULA II STOCK CAR COMPANY

INTRODUCTION

All over the world the word Sport has always typified the British as somewhat original in their style and character. In football, cricket and other games developed by the people of this island, and their many counterparts dispersed throughout the world, there has always been a retention of the purpose of sport as opposed to sport for principally financial gain.

We feel that we have hit a distinctly happy medium in that Formula II Cars remain semi-professional. Our drivers obviously need expenses to finance their cars and the prize money is, in the main, the means to this end. Therefore Sport overrides the hard business head, and the winners and the losers retain the art of sport in a very happy union and atmosphere.

Upon perusing history, Nuffield, Renault, Austin, Rolls, Bentley and so many others achieved their ends from very small beginnings, always researching, and not always in the light of public glamour or the gaily coloured end product. Many hours of arduous work, failures, hardships and setbacks go unprinted.

The Formula II cars gain no prestige from any style of facial make-up, but this makes positive the intention and enthusiasm prevailing in this field.

Who can foresee what the future may bring forth from this delightful sport and entertainment? Will it be a future schooling for pre road driving with greater skill?

Come may argue that this type of driver, his personality and ego are far from this.

But today we have paratroopers of great daring also.

The material needed here is not showmanship, but considerable courage with a very cool and alert reaction.

As has been proved of all our noted Test Pilots in the field of aviation (and for whom our destiny owes a considerable debt) the material from which they arise is far from showmanship. What greater application could the youth of today give with their spare hours than Formula II racing? The skill and modifications by their own personal ingenuity may well give to us the perfect motor vehicle of the future: skidproof, unrollable and almost accident proof.

To take a standard type of motor car into the tracks and subject them to the tests one sees, with less injuries than those recorded by football, is testimony in itself.

Most important of all—this Sport is a Healthy One which must ultimately reflect in the personal character of all those taking part.

“CRIMOND.”

FROM THE COMMENTATORS BOX

by Johnny O'Connor



I SUPPOSE EVERY MOTORIST IN THE WORLD HAS A LITTLE BLACK DEVIL HIDDEN SOMEWHERE DEEP WITHIN HIM.

The urge to "nudge" the bloke in front; the chance of hurling INSIDE a fellow driver on a sharp, dusty turn; the odd thrill of actually piling up in a hotch-potch of dented wings and battered carriage-work.

This year that little black devil has really come out into the open. He's wagged his tail, waved a magic wand

and produced . . . Formula II Stock Car Racing. And this kid-brother of the rocket-powered biff 'n' bang brigade has really captured the imagination of thrill-punchy crowds up and down the country.

IT COULD BE YOU Because these cars — and drivers — COULD be Mr. Average Motorist. You can easily imagine it's yourself. Out on a glorious spree.

They are only little cars — nothing more than 1200 cc. — but, brother, do they put on a spectacular show. The emphasis is on speed and spills and patrons at Ipswich can expect both these ingredients in large dollops.

These "Baby Basher" Boys are real keen. So are their wives! Pretty well everywhere they go, you find the mechanically-minded Missus sitting in the pits, swift with criticism and a helping hand.

INSIDE THE FENCE

by Les Eaton

Welcome to Southampton Stadium and our first presentation of Formula II Stock Car Racing. Many of you will have, no doubt, viewed this wonderful sport at other Stadiums throughout the country where we have had pleasure in presenting this thrilling entertainment. For those of you who are watching for the first time, may I tell you that these miracle cars are limited to 10 H.P. up to and including the year 1948. Rules of Racing are similar to those of their big brothers. Safety regulations and so on are the same. We present this sport as an entertainment that every person can afford to join in. No special qualifications are required other than nerves of steel and the means of preparing the vehicle. You may decide, after seeing to-night's grand array, that you would like to have a spin at our next meeting here. Well, why not? Specifications can be obtained from the Officials around the Stadium, or drop a line to our Office at Aldershot; we shall be very pleased to hear from you.

Tonight we are very pleased to present most of the Star Drivers in this country, Stan Ingle, Tony Maidment, Jan Scott (World Champion), Tommy Tucket, most of which have travelled throughout the night to arrive at this raceway, and given you, which I think you will agree, one of the most thrilling spectacles of present day entertainment.

So my friends, Frank Howlett (Starter) is ready on the starting jeep, Jumbo. Allen (Pit Marshal) gives a wave from the pits, Gwen Cecil (Lap Scorer) gets her pen ready, Johnny O'Connor (Commentator) takes his "mike" in hand, Roy Cecil (Accountant) says we have taken enough to pay the drivers, so that only leaves me to finish sweeping the track and let's go, FORMULA II STOCK CAR RACING.

HEAT 1. (20 Laps)

Car No.	Driver
F 37	M. Smith
F 21	F. Swansborough
F 32	P. Trigg
F 23	R. Chipling
F 149	Pat Cross
F 58	R. Francis
F 132	Dave Green
F 102	R. Ross
F 106	D. Crittall
F 80	S. Verral
F 16	M. Egan
F 77	M. Ashwood
F 119	R. Wooderson
F 81	W. Richards
F 134	Stan Robert
F 19	J. Miles
F 112	P. Godsmark
F 121	G. Pinnells
F 52	R. Salbury
F 25	D. Garner
F 34	D. Mason
F 101	T. Lower
F 177	D. O'Connor
F 89	R. Gostage
F 75	J. Funnell
F 180	J. Field

Town

Berks
Hants.
Surrey
Surrey
Hants
Surrey
Sussex
Sussex
Sussex
Hants
Surrey
Kent
Surrey
Sussex
Middx
Berks
Sussex
Surrey
Sussex
Sussex
Sussex
Essex
Hants
Sussex
Berks

HEAT 2. (20 Laps)

Car No.	Driver
F 95	Jan Scott
F 46	Tony Dymott
F 17	Tony Maidment
F 15	C. Weller
F 11	R. Williams
F 5	M. Paul
F 29	B. Williams
F 60	L. Gunner
F 163	John Hunt
F 41	E. Taylor
F 168	D. Wilbore
F 84	P. Murray
F 143	Mike H. Stephen
F 65	P. Linfield
F 18	E. Ray
F 147	John Hazell
F 133	D. Blake
F 79	D. McGlinchley
F 157	P. Swansborough
F 128	R. Job
F 136	R. Wheeler
F 13	T. Wyllie
F 56	Ron Coates
F 140	S. Tanner
F 194	D. Burt
F 189	Gerry Clay

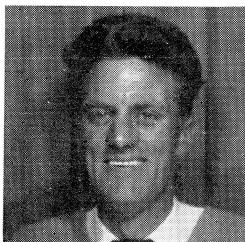
RESULTS : 1st..... 2nd..... 3rd.....

4th..... 5th..... 6th.....

Transfer First SIX to Final

RESULTS : 1st.....

4th.....

Transfer First

Dusty Miller, age 34 years, of Hailsham Motor Cycles, Sussex, is one of Formula 1's busy drivers. From Stock Cars to Brands Hatch astride a motor cycle at even greater speed, back to his self-made business and Stock Cars. Ex-R.N., Dusty carries the quiet seafarer's approach to all the usual threats and risks involved upon the Tracks, with the Hall Mark of experience and skill necessary to successful drivers.



Arch Hazell, age 34, of Hazell Autos, Brighton, married, with many supporters. Likeable Arch with a ready-made grin for everyone, makes all those who have failed to defeat him feel pleased about it—afterwards. What better than a licking with pleasure, or a loser with a grin? Arch, schooled in "Big Un's," finds Formula 1s something that pleases all his family. **F39**



Tony Maidment, in his late 20s, married, with a new Maidment quite recently, comes from Camberley, Surrey. Here is a man who says the word "impossible" when included in the alphabet misled the world. This tall dark driver has moved through the colours to rest his laurels upon the gates of the World Final with the rest of the crack drivers of the world. A driver with a very good record. **F17**



Jan Scott, 43, born in Brno, C. flew Spitfires during the war 310 Squadron, us after the w ing the name for Scott. M baby daughter pleased with " as her father's has the type of coupled with tracts many sup

HEAT 3. (20 Laps)**Car No. Driver**

Sussex	F 68	Tommy Tucker
Berks	F 2	Stan Ingle
Surrey	F 39	A. Hazell
Middx.	F 3	T. Newman
Surrey	F 30	D. Roomes
Hants	F 164	Brian Roberts
Surrey	F 91	J. Hancock
Surrey	F 172	Bob Waite
Oxon.	F 125	I. Harben
Sussex	F 156	L. Gardiner
Essex	F 151	S. Welland
Surrey	F 166	Carl Denham
Sussex	F 167	Bill Leggett
Sussex	F 100	L. Heades
Hants	F 6	R. Spragg
Surrey	F 169	A. Baker
Surrey	F 130	A. J. Bradford
Sussex	F 36	A. Trower
Sussex	F 182	R. Tanswell
Sussex	F 116	B. Francis
Sussex	F 193	D. Smith
Middx	F 175	L. Cox
Berks	F 142	F. Evison
Sussex	F 90	D. O'Brien
Hants	F 51	E. Hynes
Hants	F 158	F. Funnell

Town

Sussex	Sussex
Godmanchester	Godalming
Sussex	Middx.
Godalming	Middx.
Middx.	Hants
Hants	Hants
Hants	Hants
Sussex	Sussex
Surrey	Surrey
Essex	Essex
Essex	Essex
Middx	Middx
Hants	Surrey
Sussex	Sussex
Surrey	Hants
Hants	Middx
Hants	Hants
Surrey	Surrey
Surrey	Hants
Berks	Middx
Hants	Surrey
Surrey	Surrey
Berks	Berks
Herts	Herts
Surrey	Surrey
Sussex	Sussex
Kent	Kent

2nd..... 3rd.....

RESULTS : 1st..... 2nd..... 3rd.....

5th..... 6th.....

4th..... 5th..... 6th.....

SIX to Final**Transfer First SIX to Final**

ars of age,
choslovakia,
the R.A.F.
is a Pilot of
Stayed with
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of Svoboda
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o who must be
"Ogi Bear"
mblem. Jan
mile which,
ourage, at-
orters. **F95**

Eric Taylor, married, age 39, cf Hindhead, Sussex, Garage Proprietor. The label of "iron man Eric" is no myth. Jujitsu expert, Airborne Glider Pilot in the last war, Trick Motor Cyclist. States: "I have tried many sports, but Stock Car Racing in Formula II gives me enjoyment and thrills. **F41**

Stan Ingle of Godmanchester, Cambs. Age 31, married, with three children. Veteran of Stock Car Racing, Top Scorer with Trophies. Never been overturned. Keen blue eyes that look straight and determined — a pocket-sized Fangio. **F2**

Tony Dymott, South African, age 19 years, now of Caversham, Berks, experienced in Agricultural Engineering under the auspices of his father — quiet nature with the methodical touch needed in tight corners — a most persistent lad with a set mind: The Championship. **F46**

CONSOLATION 20 LAPS

Car No.	Driver	Town
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		
11.		
12.		
13.		
14.		
15.		
16.		
17.		
18.		

RESULTS : 1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....
To Final.

GRAND FINAL

Car No.	Driver	Town
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		
11.		
12.		
13.		
14.		
15.		
16.		
17.		
18.		

RESULTS : 1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

HELTER SKELTER

Car No.	Driver	Town
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		
11.		
12.		
13.		
14.		
15.		
16.		
17.		
18.		

RESULTS : 1st..... 2nd..... 3rd..... 4th..... 5th..... 6th.....

ADMINISTRATION STAFF

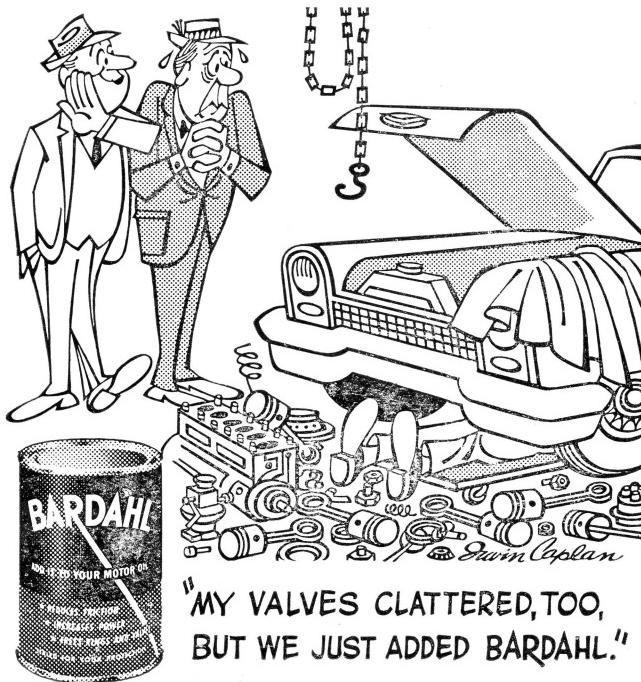
GENERAL MANAGER -	-	-	-	-	-	-	M. A. EATON
SECRETARY AND ACCOUNTANT	-	-	-	-	-	-	R. CECIL
PUBLICITY MANAGER -	-	-	-	-	-	-	F. HOWLETT
MANAGER (LICENSED BARS) -	-	-	-	-	-	-	F. SMITH
PIT MARSHAL -	-	-	-	-	-	-	J. ALLEN
RECORDER AND LAP SCORER -	-	-	-	-	-	-	GWEN CECIL
COMMENTATORS -	-	-	-	-	-	-	JOHNNY O'CONNOR LES EATON
SCRUTINEER -	-	-	-	-	-	-	J. BEARMAN
CLERK OF THE COURSE	-	-	-	-	-	-	L. W. EATON
OFFICIAL STARTER -	-	-	-	-	-	-	FRANK HOWLETT
TECHNICAL ADVISER -	-	-	-	-	-	-	W. S. MUNRO, A.R.A.S., M.Inst.B.E.

NOTICE

"Stock" Car Racing is dangerous and all persons attending this meeting do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting including the owners and lessees of the Stadium and the owners and drivers of the vehicles and passengers in the vehicles are absolved from all liability arising out of accidents causing damages or personal injury to spectators or ticket holders. Should this meeting be abandoned before two races have been completed a re-admission ticket will re-admit you to the re-run meeting. In no circumstances will any money be refunded.

Betting is absolutely prohibited at "Stock" Car Meetings.

The Management reserves the right to make alterations or additions to the programme.



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BUT WE JUST ADDED BARDAHL."

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